

CLASSIFICATION

COUNTRY East Germany REPORTTOPIC Werneuchen Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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1 February 1955

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REFERENCES

PAGES X 5 ENCLOSURES (NO. & TYPE) 1 - one sketch on dittoREMARKS This is UNEVALUATED Information

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1. A local resident stated in early January 1955 that large quantities of cement and gravel were unloaded near the fuel dump in the northern section of Werneuchen airfield. Construction work of an undetermined type was to start in the spring of 1955.¹ There was intensive air activity by twin-jet aircraft during daytime and at night during the period just prior to Christmas 1954. According to the official weather reports, the wind had a velocity of 8 to 10 During this period, the twin-jet aircraft were also observed flying over Strausberg.²

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2. Air Activity and Aircraft Strength

5 January. There was clear winter weather with a light northeasterly wind and visibility of 8 km. At 0930, 36 twin-jet aircraft, 1 Li-2s, 1 high-wing monoplane and 1 biplane were observed at Werneuchen airfield. Of the twin-jet aircraft 23 were arranged in one line in front of hangars Nos 1 through 4, 5 east of hangar No 6 and 8 in the southwestern corner of the field. The 23 aircraft pointed with their noses to the north. At about 0945, the first twin-jet aircraft took off toward the west although there was a northeasterly wind. This plane had been parked in front of hangar No 6 before the take-off. Additional individual take-offs were made at short and irregular intervals. Three or 4 aircraft were aloft. Some of them made local flights while the others disappeared from view. Air activity was discontinued at 1130. Up to that time, 18 take-offs had been made. Air activity involved the 5 aircraft parked just east of hangar No 6 and the aircraft parked in the southwestern corner of the field. The same aircraft conducted air activity between 1330 and 1500. A total of 14 take-offs were counted.

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The Li-2 took off at noon and headed east.²

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3. AAA

The AA gun emplacement in the northwestern section of the field was still occupied by 6 medium AA guns. The old shed in the emplacement housed 4 large van-like trucks, presumably model AA 1 MK 2s, and the small shed housed small vehicles and presumably AA guns. About 40 men drilled with the AA guns in the emplacement. Six 37-mm AA guns were seen in the AA gun emplacement in the southwestern section of the field. There were also about 40 men here going through gun exercises. About 60 soldiers drilled at squad and platoon level in the northern section of the field. After some time, these soldiers were replaced by personnel from the AA gun emplacements. At about 1200, all of the soldiers except for about 20 men, marched to the AA quarters. The 20 men remained at the northwestern AA gun emplacement.³

4. Radio Installations

A PKV-45 DF station was observed about 1,000 meters east of the runway end. The previously reported two single-mast radio installations with radio trucks were still present. The radio trucks were parked in newly built sheds. In the vicinity, construction work was under way on 2 additional sheds which were partly underground and apparently were to be occupied by soldiers. Two radio trucks were parked in E-W direction just south of the eastern end of the runway. The eastern radio truck had a small single-axle trailer and a radio mast about 8 meters high. An egg-shaped device about 70cm high and about 25 cm wide was fitted on the masthead. The other radio truck had a mast about 6 meters high with a similar egg-shaped device on the masthead. The Kniferest-type and Fishnet-type radar sets were still located near the southeastern end of the southern taxiway. The model AA 4 MK 3 set was again observed south of revetment No 2.⁴

5. Northern Fuel Dump

Excavation work was still under way in the northern fuel dump. New mounds of earth were seen on the fresh snow. Two containers which were about the size of railroad tank cars were still laying on the ground. Eleven tank trucks which presumably hauled fuel to the aircraft were seen at the fuel dump.¹

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all with drivers wearing black-bordered blue epaulets.⁵

7. Air Activity and Aircraft Strength

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8 January Between 1300 and 1400, about 40 Il-28s were parked at Werneuchen airfield. The aircraft were arranged in small and large lines just south of the runway. The aircraft revetments were apparently empty. At about 1300, a Po-2 coming from the east landed at the field. About 1320, an Il-28 [] approached the runway from the northeast flying through the low ceiling, then climbed again and disappeared into the clouds. After 2 or 3 minutes, the same Il-28 approached

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from the east while flying through the clouds and then landed at the field. At the same time, the sound of another Il-28 was heard in the clouds. The sky was 10/10 overcast at a low altitude, visibility was moderate and snowing lightly.²

8. AAA

An AA gun emplacement with 6 medium AA guns with muzzle brakes was observed north of the taxiway, approximately between the revetments Nos 6 and 8.³

9. Radio and Radar Installations

A model AA 4 MK 3 set was located between revetments 1 and 3 northwest of the taxiway. Three radio installations including 1 PKV-45 DF station the inner and outer landing beacons were observed in the eastern extension of the runway southwest of Hirschfelde. A telephone line extended from these radio installations across the Hirschfelde-Gielsdorf road toward the east.⁴

10. Parachuting over Strausberg.

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5 January. Between 1000 and 1500, about 100 parachutists jumped at regular intervals over the former Strausberg airfield. The weather was sunny and calm. At about 1000, a twin-engine low wing monoplane with single rudder assembly, presumably a Li-2, approached the field from the west at an altitude of 300 meters and dropped 1 man over the field. Then, the aircraft banked, approached the field from the west and dropped 4 men. It approached a third time in the same manner and dropped 5 men. Subsequently, the aircraft departed toward the north. The 3 approach flights lasted about 10 minutes. After about 15 minutes, another plane of the same type approached from the west. The same parachute jumps were made as from the first plane. The procedure was repeated up to 1500. Six men occasionally jumped at the third approach. It could not be observed where the parachutists went after landing. From the direction of approach and departure of the aircraft involved it was assumed that the exercise was held by aircraft from Werneuchen airfield. It was further believed that the parachutists were trucked back to Werneuchen immediately after landing.⁶

1. Comment. Excavation work in the fuel dump at the northern edge of Werneuchen airfield has repeatedly been reported. The dimensions of the excavations are still unknown.

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2. Comment. The observed air activity during daytime and at night with a wind velocity of 8 to 10 prior to Christmas 1954 indicates that the aircraft were manned by experienced pilots. The observed 36 Il-28s on 5 January and the 40 on 8 January 1955 do not represent the total aircraft strength at Werneuchen airfield. It is believed that additional aircraft which cannot be observed are either parked in the revetments or in the hangars. The two bomber regiments at Werneuchen are believed to have a total strength of about 50 Il-28s. Aircraft are mentioned for the first time were previously observed. UNCODED It is not believed that are U-Il-28s as but probably belong to Il-28s which reportedly have a black upper edge

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on the rudder assembly.

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The bad-weather landing by a Il-28 on 8 January also indicates that the employed pilots have reached an advanced status.

3. Comment. The information on the location of the AA gun emplacements and the number of AA guns has previously been received.

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4. Comment. the radio and radar installations were reported previously. The purpose of the mast mounting an egg-shaped device is not known. The height of the device was previously reported as being 30 cm. For location sketch of PKV-45 DF station, inner and outer landing beacons, furnished by source 3, see Annex. The information requires confirmation.

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5. Comment. Motor vehicle is believed to belong to the GSFG.

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6. Comment. Probably routine parachute jumps by the crews of the two bomber regiments in **Wernschoen**. Such jumps were observed previously.

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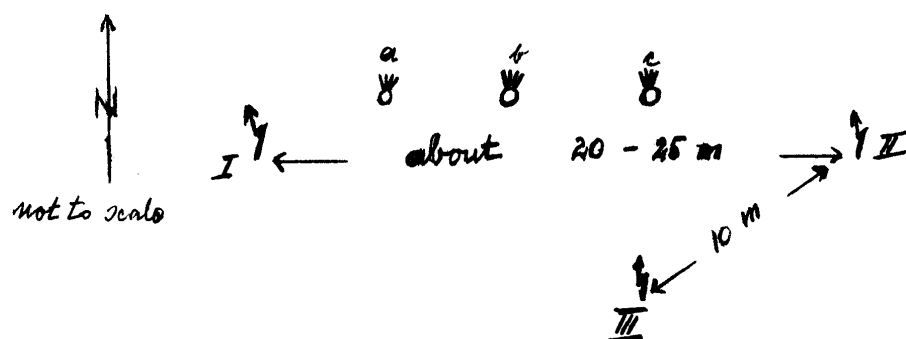
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Annex

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Location Sketch of PKV-45 DF Station, Inner and Outer Landing Beacons
at Werneuchen Airfield



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